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MAP RESEARCH BULLETIN

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MARCH 1951

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CENTRAL INTELLIGENCE AGENCY

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W A R N I N G

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I. NEW ADMINISTRATIVE DIVISIONS OF ROMANIA

Romania, like other satellite countries of Eastern Europe, recently re-organized its civil divisions. A law that became effective in September 1950 changed names and boundaries of administrative units throughout the country.

The accompanying map (CIA 11778) illustrates the main features of the new system by locating boundaries of nonurban (except in the case of Bucuresti) first- and second-order units. The presentation is, of necessity, highly generalized. Preparation of a complete and fully reliable map of the new boundaries must await receipt of detailed source materials.

Generic names and hierarchic relationships of the new divisions are as follows:

(1st order) regiune (pl. regiuni), region

(2nd order) oras (pl. orase), town [subordinate to a region]

(2nd order) raion (pl. raioane), division

(3rd order) oras (pl. orase), town [subordinate to a division]

(3rd order) comună (pl. comune), commune

(1st order) oras (pl. orase), town [subordinate to the national government; equal in status to a region]

(2nd order) raion (pl. raioane), division [ward or urban division]

A regiune does not always take the name of its administrative center, but, as far as is now known, a raion or comună invariably does.

Regiuni -- The 28 regiuni, which are responsible directly to the national government, resemble the former judete (counties). A region may range in area from 1,600 to nearly 4,000 square miles, and the population averages about

500,000 (565,000 if cities of national subordination are included). Although population was a key factor in delimiting the regions, other considerations were transportation, national minorities, historical boundaries, and relationships between industry and agriculture.

Orase, subordinate to a region -- These towns have economic or other functions of importance to the entire region, and their councils are directly responsible to regional organs. Populations range up to 70,000, but the minimum population (if there is an official lower limit) is not known. The number of towns of this class cannot be determined from available information, nor can the smaller ones be readily distinguished from orase or raion subordination. Many towns of regional subordination serve as capitals of regiune and/or raioane.

Raioane, subordinate to a region -- These units, which resemble somewhat their counterparts in the USSR (rayony), are the vital administrative areas of the new system. Though generally larger, raioane are similar to the former plăși (districts). The 177 raioane range in size from 130 square miles in densely populated areas to nearly 1,900 square miles in sparsely settled sections. From four to nine raioane are included in a regiune.

Rumanian interpretations of the new system emphasize the economic role of the raioane and the importance, in their delineation, of abolishing "the artificial separation of industrial centers from agricultural areas." Most of the units are small enough to enable administrators to become personally familiar with conditions in the towns and communes under their authority.

Orase, subordinate to a division -- Communities of this class are directly responsible to raion councils. Some appear to be villages with fewer than a

thousand people that were classified as "towns" merely because they were the sites of small industries. Available data do not indicate a maximum population.

Comune -- These units of rural administration are accountable to raion councils. The new system calls for 4,052 comune, each with an average population of about 3,000. Although no map showing comună boundaries is now available, it can be inferred that there are approximately 22 comune per raion and that their average area is about 40 square miles. A comună may consist of one large village and its environs or of a cluster of several villages, one of which serves as the seat of the communal council. Some villages of comună status are capitals of raioane.

Orase, subordinate to the national government -- These towns have economic or other functions of national importance, and their councils are responsible to the republic or national government. The eight cities of this class are: Bucuresti, Orasul Stalin (Brasov), Cluj, Iasi, Constanta, Galati, Ploesti, and Timisoara. Of these, the largest is Bucuresti, with a 1948 population of 1,041,800, and the smallest is Constanta, with 78,586 people. Nearly all of the cities are transportation centers.

Raioane, urban divisions or wards -- The urban raioane are subordinate to orase, which in turn are accountable to national organs. Bucuresti appears to be the only town of republic subordination now divided into wards of raion status, but the system may be extended to other cities. Bucuresti is divided into eight wedge-shaped raioane that meet near the center of the urban core and were apparently laid out so each would include industrial, commercial, and residential areas. In population the Bucuresti raioane average about 130,000.

The new administrative system provides that health resorts and spas shall be directed by town type councils subordinated to national, regional, or raion organs, as their relative importance directs. No official list of resorts is available, and nothing is known about their names or boundaries.

An impelling factor behind the change in Rumanian civil divisions at this time appears to have been the need for tightening governmental control over rural areas in order to expedite collectivization of agriculture. It is explained officially that the various units were planned, insofar as possible, so that each would include both agricultural and industrial districts -- an arrangement which assures for most areas a nucleus of Communist industrial workers that will dominate the various councils and execute party policies. Election districts based on the new civil divisions were first used on 3 December 1950, when new "people's councils" were elected on all administrative levels.

Some boundaries shown on this map are de facto boundaries (1951), not necessarily recognized as definitive by the United States Government

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Rumania

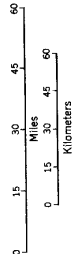
ADMINISTRATIVE DIVISIONS 1950

HUNGARY

- Region (region) boundary
- Region (division) boundary
- National capital
- City of republic subordination
- Region capital
- Region capital

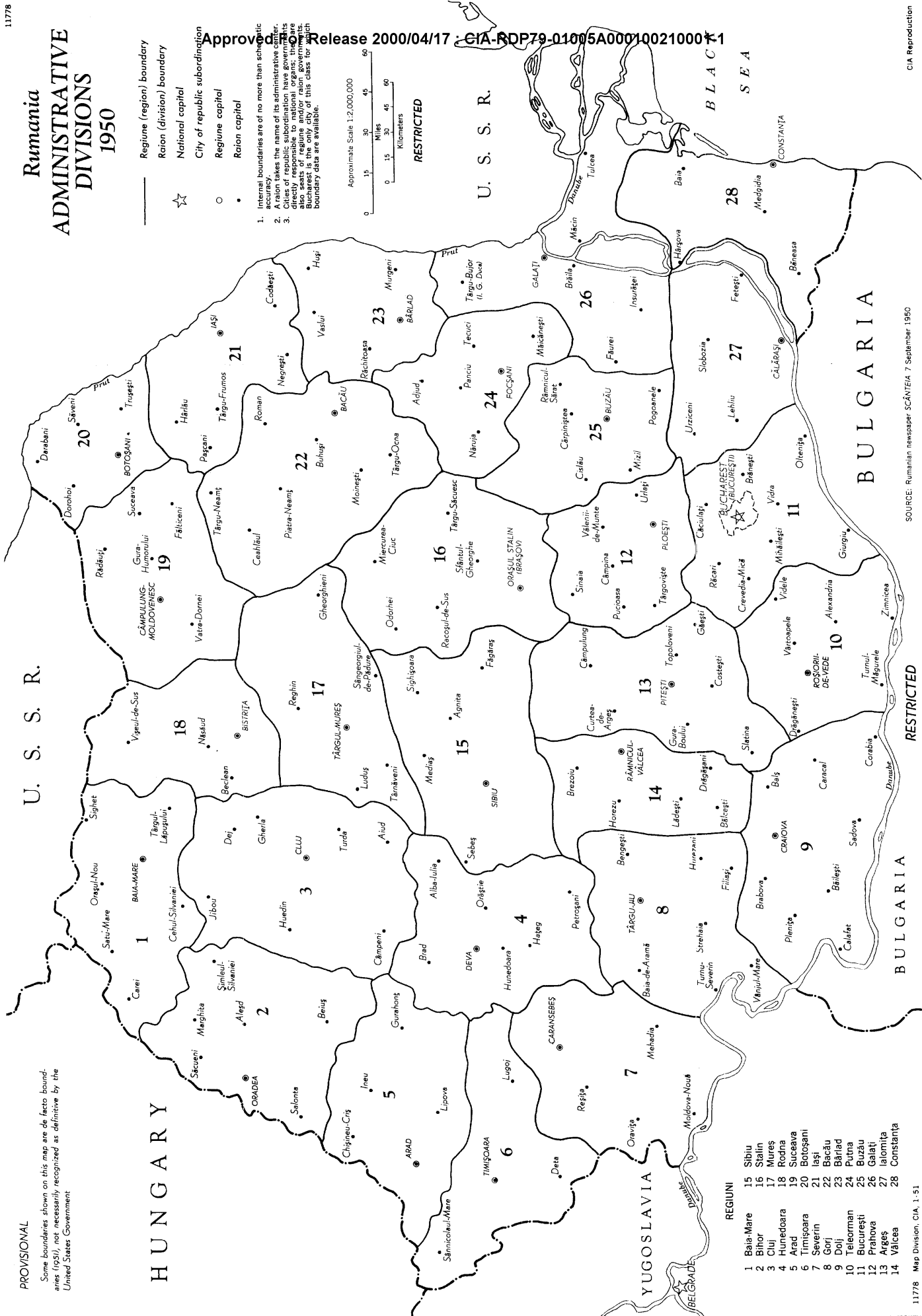
- Internal boundaries are of no more than schematic value.
- A region takes the name of its administrative center.
- Cities of republic subordination have government offices directly responsible to national organs; there are no intermediate administrative organs.
- Bucharest is the only city of this class for which boundary data are available.

Approximate Scale 1:2,000,000



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REGIUNI

- | | | | |
|----|-----------|----|-----------|
| 1 | Baia-Mare | 15 | Sibiu |
| 2 | Bihor | 16 | Stalin |
| 3 | Cluj | 17 | Mures |
| 4 | Hunedoara | 18 | Rodna |
| 5 | Arad | 19 | Suceava |
| 6 | Timisoara | 20 | Botosani |
| 7 | Severin | 21 | Iasi |
| 8 | Gorj | 22 | Bacau |
| 9 | Dolj | 23 | Bailad |
| 10 | Teleorman | 24 | Putna |
| 11 | Bucuresti | 25 | Buzau |
| 12 | Pravara | 26 | Galati |
| 13 | Arges | 27 | Ialomita |
| 14 | Valcea | 28 | Constanta |

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II. PROVISIONAL RECTIFICATIONS IN THE WESTERN BOUNDARIES OF GERMANY

Part II

Part I of this article appeared in MR-20 (November 1950). It presented background information on the provisional adjustments in Germany's western boundaries and details regarding the rectifications in the German-Netherlands boundary. It recommended that US Government cartographers, in preparing maps which require the representation of these boundaries, show both the old boundary and the new provisional line, with the new boundary being given emphasis. In addition, it recommended that the new boundary be identified by the notation "present provisional boundary" or "1949 provisional boundary." These suggestions also apply to areas discussed in the present article. Part II deals with rectifications in the German-Belgian and German-Luxembourg boundaries.

Rectifications along the German-Belgian Boundary

Parcels of territory in seven areas along the German-Belgian boundary were transferred to Belgian jurisdiction in April 1949. The total area involved was 20 square kilometers (about 7.7 square miles) and contained about 500 persons. According to a communiqué issued by the Belgian Government and appearing in the press on 16 April 1949, the rectifications were made in order to "do away with irregularities in the Belgo-German frontier and the resultant difficulties concerning the control and circulation of persons and goods." An additional group of areas originally requested by Belgium and approved for transfer by the six-power Working Party on Provisional Adjustments to the Western Frontiers of Germany was not included in the transfer. The Belgian Government, however, reserved its right to acquire the additional areas at some future

date. The locations of the seven rectifications are shown on the accompanying map (CIA 11795). The numbers for the rectifications used in the following discussion correspond to the area numbers on the map.

Rectification 1, Bildchen. In this area, there is a junction of rail lines that extend southwest from Aachen to points in Belgium. The junction is located in a salient of territory acquired by Germany in 1921 for the purpose of building a secondary freight depot for Aachen. The project was abandoned, however, before completion. The new provisional boundary again includes the salient in Belgium.

Rectification 2, Lichtenbusch. The boundary in this area was moved from the western to the eastern side of the Aachen-Raeren road, so that the road now lies in Belgium. At one point the new provisional boundary makes a detour to the east of the road to include within Belgium the Forest of Freyen. This woodland tract had previously belonged to the Belgian commune of Eynatten even though it lay in Germany.

Rectification 3, roads extending out from Fringshaus. Three roads extend out from the small locality of Fringshaus, Belgium, to three towns in Germany -- Rotgen, Konzen, and Lammersdorf. Although these roads cross Belgian territory, they were formerly under German jurisdiction. The rectification makes no change in the boundary, but places the roads under Belgian jurisdiction.

Rectification 4, Sourbrodt "notch." A salient of German territory containing 7 hectares (about 17 acres) extended westward across a road connecting two points in Belgium. The rectified boundary follows the Breitenback stream at the eastern extremity of the salient, so that the road now lies in Belgium.

Rectification 5, a German salient northeast of Elsenborn. This area contains as an uninhabited woodland tract, which is divided into numbered blocks by straight cuttings through the forest. The provisional boundary follows these cuttings in part.

Rectification 6, the village of Losheim and road extending north of it. The rectification places within Belgium the road extending from Losheim in a generally northward direction toward Hollerath, Germany. In addition, the village of Losheim, with some surrounding cleared land, and two woodland tracts adjacent to the road were placed within Belgium. South of Losheim the provisional boundary follows the Siegfried Line for a short distance.

Rectification 7, the hamlet of Hemmeres. Here a Belgian railway ran for a short distance across German territory. The new provisional boundary is located several hundred meters east of the rail line.

German-Luxembourg Boundary Rectification

The territory provisionally added to Luxembourg consists of the Kammerwald Forest lying to the east of Vianden, Luxembourg. Throughout most of its northern segment, the German-Luxembourg boundary lies along the Our River, but opposite Vianden there was a small parcel of Luxembourg territory east of the Our. The rectification enlarges this area to the east of the Our to include the Kammerwald Forest, but not the village of Roth, which remains German.



III. FRENCH TOWN PLANS BY THE MINISTRY OF RECONSTRUCTION

Over 2,000 plans of French towns, most of which were published by the Ministry of Reconstruction since World War II, have been received by the Library of Congress, the Army Map Service, and the Central Intelligence Agency. The maps were designed to serve as a basis for urban reconstruction. The first plans were published in 1941 by the Commissariat of Reconstruction, which in 1944 became the Ministry of Reconstruction. The plans vary in scale. Large cities are shown at 1:2,000, and villages at 1:1,000. Frequently a regional plan at 1:10,000 or 1:20,000 covers an urban center and its environs. For some districts, composite maps showing several towns have been published, e.g., the map of the Seine Bay area. The same town is often covered by four or more plans, which were made at various stages of post-war reconstruction. As a result of its systematic mapping program, France now has excellent urban coverage and up-to-date town plans.

At the end of the war, reconstruction was essential in the 25 important cities that had been 60 percent or more destroyed. The work of French surveyors on the reconstruction plans is described in an article, "La Contribution du Géometre Français à l'Oeuvre de Reconstruction et d' Equipement National du Ministère de la Reconstruction et de l'Urbanisme," in Journal des Géomètres Experts et Topographes Français, 111th year, No. 2, February 1950. All

available large-scale maps and aerial photos, [REDACTED]

[REDACTED] were collected. A photographic unit was formed to take large-scale air photos for use in making new mosaics. Teams of surveyors used the best available maps (in many cases out-of-date topographic maps) and established

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complementary triangulation, which was tied into the national network by a system of advance along public roads. Whenever necessary, a level was run to establish supplementary vertical control. Isolated sections between roads were mapped from aerial photos that were checked in the field. In cases where urban property had to be reallocated in a short time because of widespread destruction, a number of surveyors worked on separate sections and their individual results were combined to form a composite plan of the entire area.

The general method of procedure followed in conducting a town planning project is described in the authoritative article, "L'Oeuvre Cartographique du Ministère de la Reconstruction," by Mlle. Myriem Foncin, Map Curator of the French National Library, in La Revue de Géographie Humaine et d'Ethnologie, No. 1, January-March 1948. A commune had to be classified sinistré (devastated) in order to merit immediate attention. By 1 October 1945, about 1,600 communes had been declared devastated -- most of them in northwestern France north of a line extending from Basel, Switzerland, to the southwest corner of Normandy.

After a commune is classified as devastated, an architect is commissioned to compile a plan for the regulation of public and private construction for the ensuing 7 years. First, a town plan showing actual conditions is compiled from existing maps supplemented by new surveys or aerial photographs. Relief is shown by contours, in most cases at 1-meter intervals; all buildings are included, and destruction is indicated by a gray tint. On the basis of this plan of existing conditions, the architect makes a geographic study of the commune to determine the primary function of each urban center and prepares recommendations for reconstruction and town planning. On the final detailed multicolored plans are

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indicated: the core area; the industrial zone; multiple- and single-unit dwelling zones; buildings to be rebuilt, demolished, or retained intact; open spaces to be reserved for gardens; streets to be improved; areas to be reserved for public transport; and land in danger of flooding.

In March 1949, it was reported that about 2,750 plans at scales ranging from 1:500 to 1:5,000 and 390 plans at 1:10,000 or 1:20,000 had been compiled, as well as several thousand alignment plans at 1:200 for staking out new roads or re-establishing old ones and about a thousand plans at 1:500 primarily for reallocation of urban property. The program of surveying at 1:1,000, 1:2,000, and 1:5,000 has been completed; much of the work at scales of 1:200 and 1:500 is scheduled to be completed in 1951. Several years, however, will be needed to complete the surveying necessary for urban planning in several hundred localities not destroyed during the last war.

The French are currently attempting to combine individual maps into regional plans, with a national plan as the ultimate goal. This program has the approval of M. Claudius Petit, the Minister of Reconstruction and Urbanism, who is also chairman of the National Committee on Urbanism. The activities of this committee are described in issue No. 1-2, 1950, of Urbanisme, a periodical devoted exclusively to articles on city planning and related subjects.

IV. BRIEF NOTICES

A. Recent Maps of German Inland Waterways

The CIA Map Library has several good multicolored postwar maps of German canals and rivers. The best of these appears to be Deutsche Wasserstrassen, 1:1,000,000, published by Rhein Verlagsgesellschaft (1949 edition, CIA Call No. 68333; 1950 edition, CIA Call No. 70570), which covers all of Germany except the upper Rhine River and the area to the east of the Oder-Neisse line. Waterways information shown on the 1950 edition includes five categories of rivers and canals classified according to the maximum tonnage of ships that can be accommodated, as well as planned canals and unnavigable rivers and canals. Harbors, docks, loading places, and locks are located, and 18 insets of harbor areas are presented. The 1949 edition is the same as the one for 1950, except that it does not include the legend item "canal under construction" and the inset of the Mannheim harbor area, uses a smaller scale for the inset of the Duisburg-Ruhrort harbor area, and does not show the planned locks of the Main-Danube system.

Supplementary waterways information is shown on other recent maps. The Low Countries and Germany are covered on the Schwarz map, Wasserstrassenkarte, 1:1,000,000 (CIA Call No. 70355). Eight categories of inland waterways, including those for seagoing vessels and those under construction, are differentiated. Locks, docks, distances, and heads of navigation are shown, and the Ruhr area is presented in detail on an inset. A 1949 edition of the Schwarz map, with establishments of the Rhenus Navigation Company overprinted in red

(CIA Call No. 70354), was used by the Fendel Schiffahrts A. G. to celebrate the fiftieth anniversary of the company.

Gea Übersichtskarte der Deutschen Schifffahrtstrassen in den Vier Besatzungszonen, 1:1,500,000, 1948 (CIA Call No. 48525), divides waterways into eight categories according to the maximum tonnage of ships that can be accommodated. Routes for coasting and seagoing vessels, waterways (being improved, under construction, and planned), boundaries of salt water districts, and limits of watersheds are also indicated. This map is more difficult to read than the other waterways maps because it shows more information and is at smaller scale.

The administration of German waterways is shown on a generalized map (CIA Call No. 69565) included in the July 1950 report of the Control Commission for Germany (British Element). Within the British and US zones the waterways are subdivided into civil administrative districts. Corresponding information for the French and Soviet zones is not given.

B. The Service Géographique de l'Indochine

1. Le Service Géographique de l'Indochine: Son Organization, Ses Travaux, Ses Projets; a report presented at the Congrès International d'Ingénieurs pour le Développement des Pays d'Outre-Mer, Paris, 1949, by the Haut-Commissariat de France pour l'Indochine; available at CIA Map Library.

2. Rapport Annuel sur l'Activité du Service Géographique de l'Indochine, Année 1949; Haut-Commissariat de France pour l'Indochine; available at CIA Map Library.

These two reports together summarize the history, organization, and activities of the Service Géographique de l'Indochine through 31 December 1949.

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The first item describes the development and activities of the organization from its creation on 5 July 1899 to 1949. Emphasis is placed on the post-World War II period, 1945-49, which began after the Japanese left Indochina, taking with them or destroying all of the map stocks of the SGI. The report indicates that this period was devoted to rebuilding the organization, assembling a complete set of SGI maps (some originals and the rest photographic copies) from the Institut Géographique National in Paris and other sources, replacing the deteriorated or missing plates, starting to reprint and revise the 1:25,000 and 1:100,000 topographic series and other maps, and cooperating with the IGN in the publication of some of the medium- and small-scale maps of Indochina. It is noted that during this postwar period only a small amount of geodetic work was accomplished. Two small-scale maps are included in the report: Plate II, at approximately 1:7,400,000, shows the first-order triangulation network and indicates the dates of surveys; and Plate IV, at about 1:8,250,000, outlines the approximate areas covered by second- and third-order triangulation.

The second item reports on the activities of the SGI during 1949. The report describes the geodetic and cartographic projects of the year and lists employees, equipment, and maps published during the year. On page 44 is an index map, at 1:4,000,000, of the 1:100,000 topographic series, indicating the type of survey, type of edition, sheets on hand, and sheets in publication as of 1 January 1950.

C. Atlas and Gazetteer of the Marshall Islands

An authoritative atlas and gazetteer of the Marshall Islands is in preparation under the direction of a group of specialists from the University of Hawaii and other research organizations. In this connection, a project has been set up to

attempt to develop a standardized system of spelling Marshallese place names. The plans include four basic steps.

1. Collection of Place Names in the Field -- Outline maps at 1:100,000 will be sent to the Marshall Islands for corrections and additions. All notations on the maps are to be made in the "Bible" system of spelling.
2. Compilation of Place Names from Other Sources -- Concurrently, geographers in Hawaii are compiling a list of place names in use on maps and in literature, with their locations and variant spellings. The file will constitute the basis for the gazetteer.
3. Standardization of Marshallese Place Names -- The standardization of the spelling requires a phonetic analysis of Marshallese, which will be undertaken by two linguists from the University of Hawaii with the assistance of a native to provide the Marshallese pronunciation. The result should be a system for spelling Marshallese that (1) can be written on a standard typewriter, (2) will avoid the use of diacritical marks as much as possible, and (3) will be acceptable to groups now using different systems.
4. Application of Standardized Names -- When a satisfactory system of spelling has been agreed upon, the complete listing of place names will be sent to the U.S. Board on Geographic Names for approval. Following this, the 1:100,000 maps will be revised and published in atlas form, with the accompanying gazetteer.

If the "Marshallese Project" is successful, other similar studies may be undertaken in the Pacific area.

D. Atlas of the Union of South Africa

Professor William J. Talbot of the Department of Geography of the University

of Capetown is preparing an atlas of the Union of South Africa. Insofar as they are suitable, existing maps will be used. On subjects for which suitable maps are not available, new compilations will be made from available statistics. The Natural Resources Development Committee of the Union is financing the project in part, and the Trigonometrical Survey Office has agreed to publish the atlas, which should be available by the end of 1951.

E. New Map of Peru

In August 1950 the Instituto Geográfico Militar (IGM) of the Ministerio de Guerra published an eight-sheet topographic map entitled Mapa del Perú at the scale of 1:1,000,000 (CIA Call No. 70399). This is the most accurate and up-to-date map of Peru available at the scale. In the compilation the best source materials obtainable were used by the Instituto Geográfico Militar, which is a well-organized and active mapping agency. The main map sources were the IGM Carta Nacional at 1:200,000, which covers the western and southern parts of the country, and the Mapa de Loreto at 1:1,000,000 published by the Inspección General del Ejército, which covers the northeastern and east-central parts. For central Peru, surveys by the Departamento de Cartografía of the Instituto Geográfico Militar were used.

Othe detailed and up-to-date information was obtained as a result of the Supreme Decree of 31 January 1949, which requested government and private organizations to provide materials needed to complete the compilation of the map. Among the cooperating organizations were government road and railroad agencies and mining and oil companies.

The Mapa del Perú is, in general, similar to the Map of Hispanic America at 1:1,000,000 issued by the American Geographical Society (AGS). The

international, provincia, and departamento boundaries on the IGM map, however, are more up to date. In general, the demarcated part of the international boundary is shown correctly. A special symbol (not included in the legend) indicates the undemarcated portion along the Cordillera del Condor; the Peruvian version of the boundary, however, is given for the Lagartococha area. Geodetic and astronomic points along the boundary are located, but elevations are not given. Although provincia boundaries differ from those on older maps, they may be assumed to be correct.

The two map series differ in several respects. The alignment of roads and railroads is more up to date on the IGM map, but the railroads in the Chiclayo area have been omitted. Motorable roads are shown according to three categories instead of one, as on the AGS sheets. The Mapa del Perú also gives a larger number of place names and a more detailed drainage pattern for the eastern part of the country but omits the classification of towns on the basis of population. Relief is shown by contours at 500-meter intervals, whereas a combination of 300- and 500-meter intervals is used on the Map of Hispanic America. The Mapa del Perú also lacks hypsometric layer tinting, which is an outstanding feature of the AGS map. The USAF World Aeronautical Charts at 1:1,000,000 also have layer tinting but, with the exception of aeronautical data, contain much less detail than either of the other maps at the same scale.

Through the use of seven colors, the vast amount of information on the IGM map can be identified, but the map would be easier to read if a finer type and weight of line had been used.

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